

CAUTION

Do not inflate the tire past the maximum inflation pressure listed in Table 2.

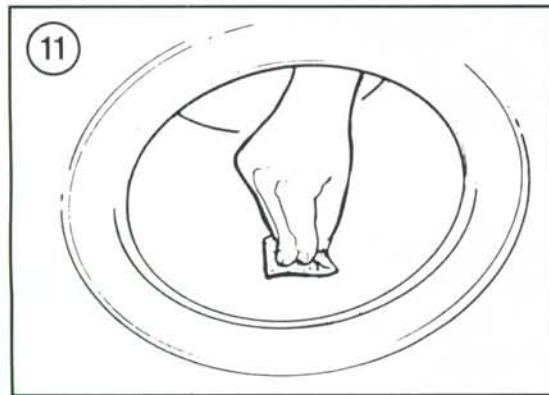
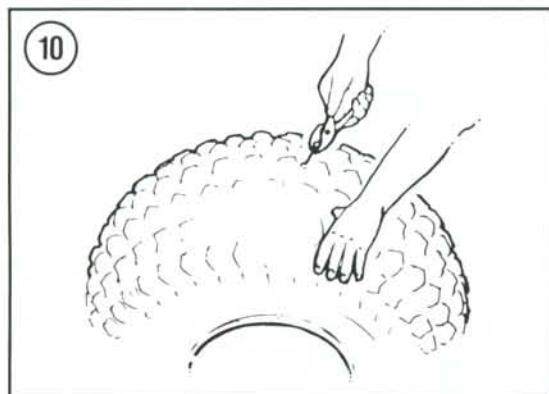
23. Apply tire mounting lubricant or a liquid dish detergent to the tire bead and inflate the tire to the recommended tire pressure.
24. Deflate the tire and let it sit for about one hour.
25. Inflate the tire to the recommended air pressure, refer to **Table 2**.
26. Check for air leaks and install the valve cap.

Cold Patch Repair

This is the method that Honda recommends for patching a tire. The rubber plug type of repair is recommended only for an emergency repair, or until the tire can be patched correctly with the cold patch method.

Use the manufacturer's instructions for the tire repair kit you are going to use. If there are no instructions, use the following procedure.

1. Remove the tire as described in this chapter.



2. Prior to removing the object that punctured the tire, mark the location of the puncture with chalk or crayon on the outside of the tire. Remove the object (**Figure 10**).

3. On the inside of the tire, roughen the area around the hole slightly larger than the patch (**Figure 11**). Use the cap from the tire repair kit or pocket knife. Do not scrape too vigorously or you may cause additional damage.
4. Clean the area with a non-flammable solvent. Do not use an oil base solvent as it will leave a residue, rendering the patch useless.
5. Apply a small amount of special cement to the puncture and spread it with your finger.
6. Allow the cement to dry until tacky—usually 30 seconds or so is sufficient.
7. Remove the backing from the patch.

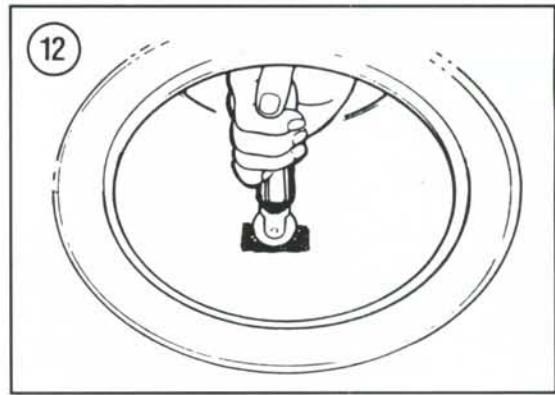
CAUTION

Do not touch the newly exposed rubber with your fingers or the patch will not stick firmly.

8. Center the patch over the hole. Hold the patch firmly in place for about 30 seconds to allow the cement to dry. If you have a roller, use it to help press the patch into place (**Figure 12**).
9. Dust the area with talcum powder.

FRONT HUB/BRAKE DRUM (2-WHEEL DRIVE)**Inspection**

Inspect each wheel bearing prior to removing it from the wheel hub.



CAUTION

Do not remove the wheel bearings for inspection purposes as they will be damaged during the removal process. Remove the wheel bearings only if they are to be replaced.

1. Perform Steps 1-5 of *Front Hub/Brake Drum Disassembly (2-wheel drive)* in this chapter.
2. Turn each bearing by hand. Make sure each bearing turns smoothly.

NOTE

Some axial play is normal, but radial play should be negligible. The bearing should turn smoothly.

3. On non-sealed bearings, check the balls for evidence of wear, pitting or excessive heat (bluish tint). Replace bearings if necessary; always replace as a complete set. When replacing, be sure to take your old bearings along to ensure a perfect matchup.

NOTE

Fully sealed bearings are available from many good bearing specialty shops. Fully sealed bearings provide better protection from dirt and moisture that may get into the hub.

4. Inspect the grease seals. Replace if they are deteriorating or starting to harden.
5. Inspect the threaded studs on the front hub/brake drum assembly. Replace as necessary.

Disassembly

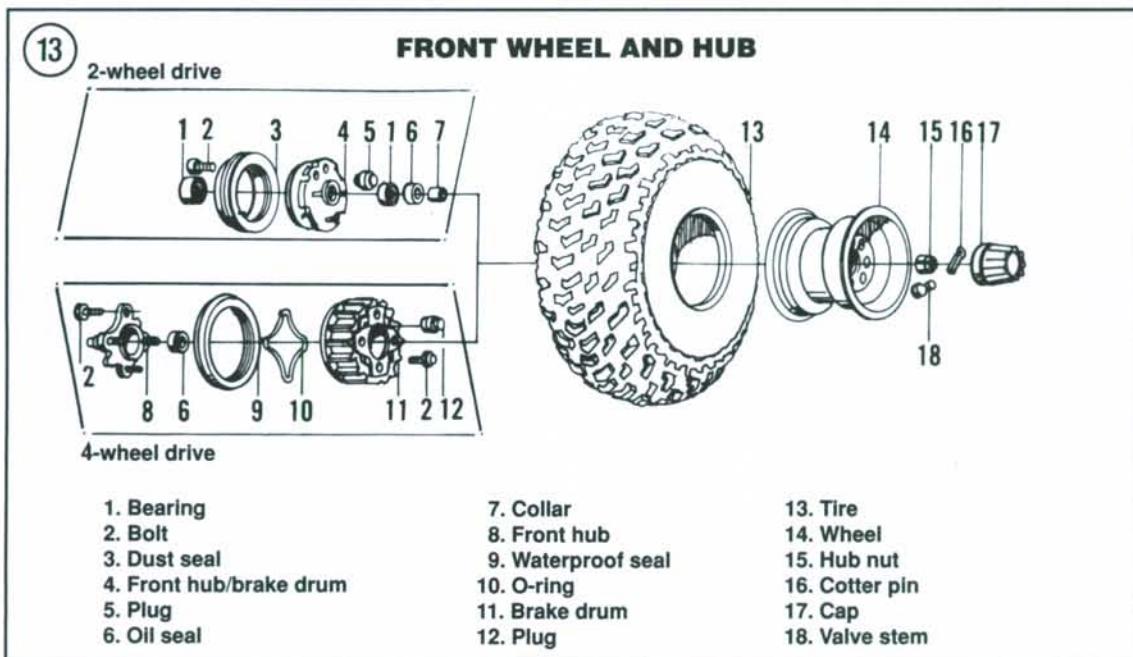
Refer to **Figure 13** for this procedure.

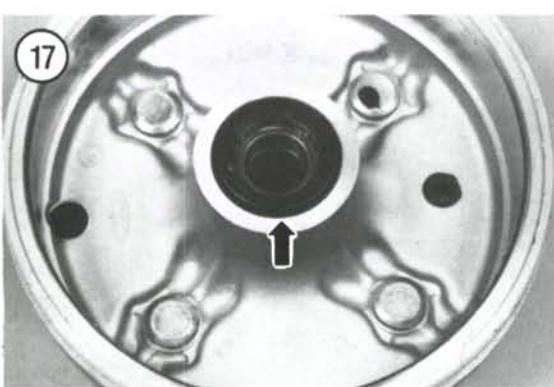
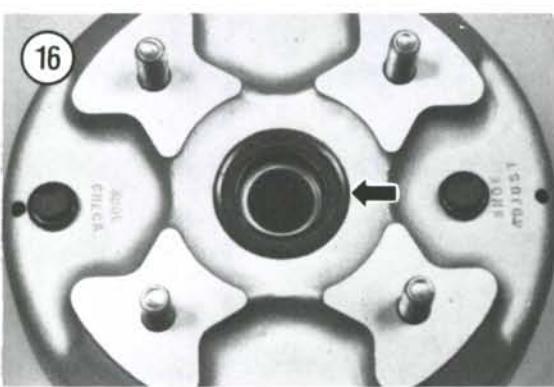
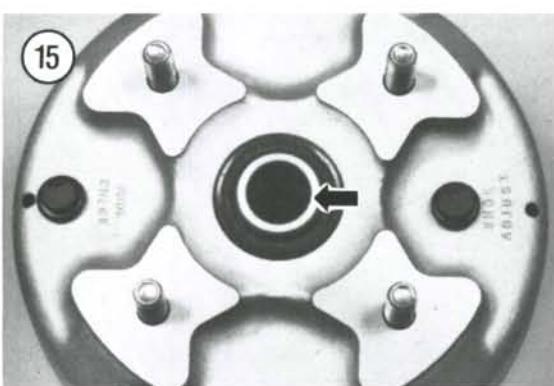
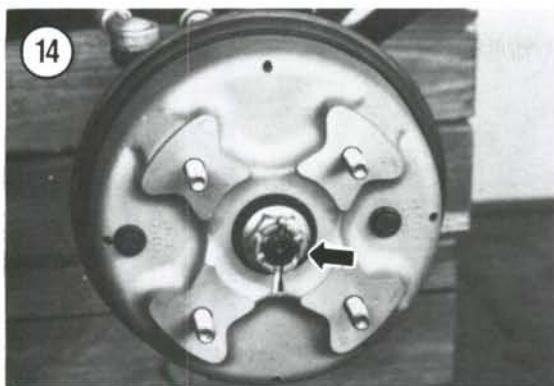
1. Remove the front wheel as described in this chapter.

WARNING

WARNING
Do not inhale brake dust. It may contain asbestos, which can cause lung injury and cancer.

2. Remove the cotter pin and hub nut (**Figure 14**) securing the front hub/brake drum assembly and remove the front hub/brake drum assembly.
3. Remove the collar (**Figure 15**) from the outside surface of the hub/brake drum.
4. Remove the grease seal (**Figure 16**) from the outside surface of the hub/brake drum.
5. Remove the grease seal (**Figure 17**) from the inside surface of the hub/brake drum.
6. Before proceeding any further, inspect the wheel bearings as described in this chapter.
7. To remove the inner and outer bearings and distance collar, insert a soft aluminum or brass drift into





one side of the hub. Push the distance collar over to one side and place the drift on the inner race of the outer bearing. Tap the bearing out of the hub with a hammer, working around the perimeter of the inner race.

8. Remove the distance collar and tap out the inner bearing.

9. Thoroughly clean out the inside of the hub with solvent and dry with compressed air or a shop cloth.

Assembly

1. On non-sealed bearings, pack the bearings with a good-quality bearing grease. Work the grease in between the balls thoroughly. Turn the bearing by hand a couple of times to make sure the grease is distributed evenly inside the bearing.

2. Pack the wheel hub and distance collar with multipurpose grease.

CAUTION

Install the wheel bearings with the sealed side facing out. During installation, tap the bearings squarely into place and tap on the outer race only. Use a socket that matches the outer race diameter. Do not tap on the inner race or the bearing may be damaged. Be sure that the bearings are completely seated.

3. Install the outer bearing.

4. Install the distance collar and the inner bearing.

5. Apply a light coat of multipurpose grease to both grease seals.

6. Install both grease seals (Figure 16 and Figure 17).

7. Install the collar (Figure 15) onto the outside surface of the hub/brake drum.

WARNING

Do not allow any grease to get onto the brake drum surface while applying it to waterproof seal lips as this would greatly reduce stopping power. If necessary, thoroughly clean off all grease with lacquer thinner.

8. Apply 12-14 grams (0.4-0.5 oz.) of multi-purpose grease (NLGI No. 3) to the waterproof seal lips as shown in Figure 18.

9. Install the front hub/brake drum onto the steering knuckle.

10. Install the hub nut and tighten to the torque specification listed in **Table 1**.

NOTE

Always install a new cotter pin. Never reuse an old one as it may break and fall out.

11. Install a new cotter pin and bend the ends over completely.
12. Install the front wheel as described in this chapter.

FRONT HUB AND BRAKE DRUM (4-WHEEL DRIVE)

Removal/Installation

Refer to **Figure 13** for this procedure.

1. Remove the front wheel as described in this chapter.

WARNING

Do not inhale brake dust. It may contain asbestos, which can cause lung injury and cancer.

2. Remove the bolts (A, **Figure 19**) securing the brake drum to the hub.
3. Remove the front brake drum (B, **Figure 19**).
4. Remove the front hub nut cotter pin and discard it.
5. Remove the front hub nut (A, **Figure 20**) and slide off the front hub (B, **Figure 20**).
6. Inspect the front hub as described in this section.
7. Install the front hub onto the drive axle.
8. Install the hub nut and tighten to the torque specification listed in **Table 1**.

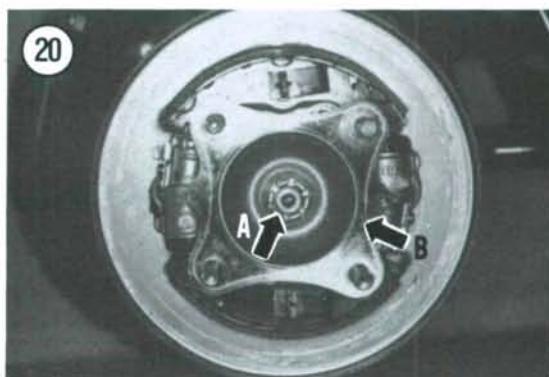
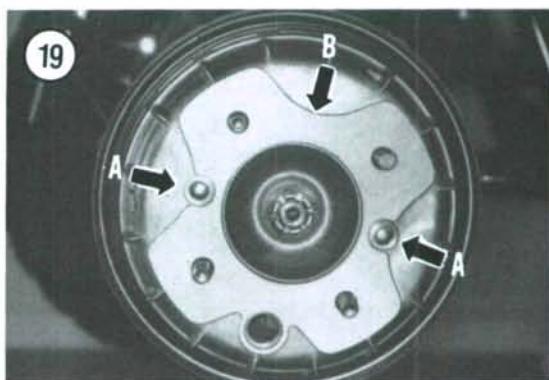
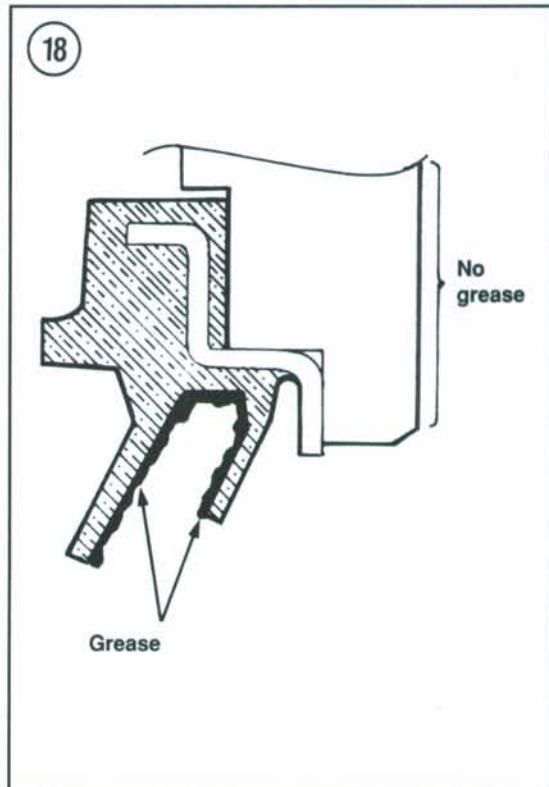
NOTE

Always install a new cotter pin. Never reuse an old one as it may break and fall out.

9. Install a new cotter pin and bend the ends over completely.

WARNING

Do not allow any grease to get onto the brake drum surface while applying it to waterproof seal lips as this would greatly reduce stopping power. If neces-



Copyright of Honda TRX300/FOURTRAX 300 & TRX300FW/FOURTRAX 300 4x4, 1988-2000 is the property of Penton Media, Inc. ("Clymer") and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use.